

ACOUSTICAL ANALYSIS ASSOCIATES, INCORPORATED

**AAAI Report 1330
AAAI Project 88018**

QUARTERLY NOISE MONITORING AT BOB HOPE AIRPORT FOURTH QUARTER 2007

FEBRUARY 2008

Prepared for:



**QUARTERLY NOISE MONITORING AT BOB HOPE AIRPORT
FOURTH QUARTER 2007**

I. INTRODUCTION

In compliance with the California Noise Standards (Reference 1) and the current variance from certain provisions of the Standards (Reference 2), the operator of the Bob Hope Airport is required to perform noise monitoring in the vicinity of the airport for the purpose of establishing a noise impact boundary. The Noise Standards currently specify a community noise equivalent level (CNEL) of 65 dB for the noise impact boundary¹. The airport is required to provide, each quarter, an updated annual noise impact contour based on measurement data over the four preceding quarters.

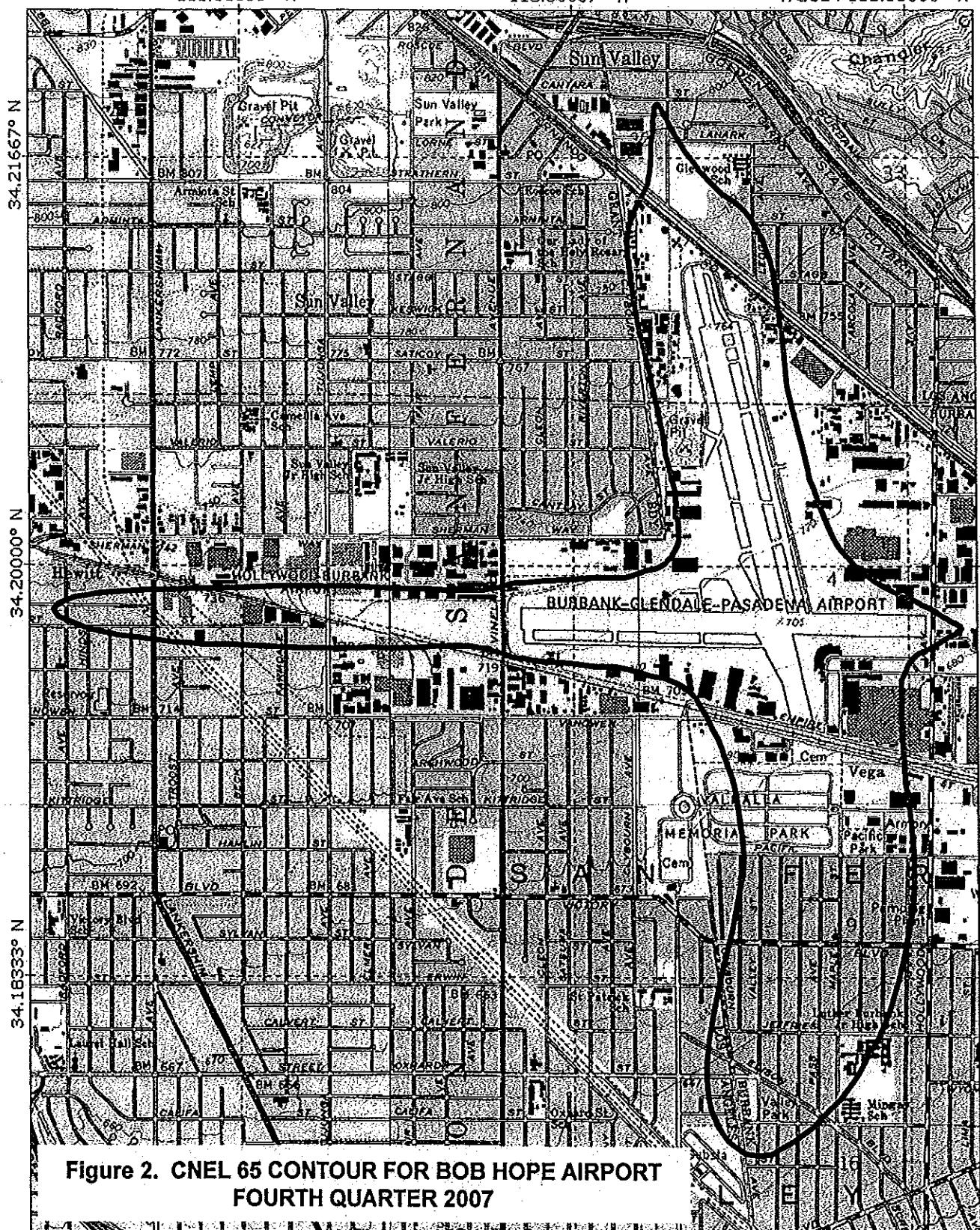
A permanent noise monitoring system became operational in April 1980 and, with brief interruption for system expansion, maintenance, and program changes, has been operational since that time. Of the original nine noise monitor sites, eight have remained unchanged since 1980. The monitor at site 8 was removed in 1997 and replaced by a monitor at site 18. Two sites were added east of the airport in late 1980. Four sites were added south of the airport in January 1986 in response to the requirement to determine the 65 dB contour. Three more locations were added in February 1997. Two of these, identified as 16 and 17, are south of the airport, and one, 18, is to the west. The site to the west replaces Site 8. These locations were added to permit monitoring closer to the 65 dB contour. The noise monitoring computer at the airport was replaced in August 1995.

This report describes the data acquired by the monitoring system during the fourth quarter of 2007. Noise impact boundaries for 65 dB and 70 dB are shown based on these measurements and measurements obtained during the first, second and third quarter of 2007 reported in References 3, 4 and 5. Figure 1 shows the 70 dB contour and Figure 2 shows the 65 dB contour, based on the measured noise data.

1 Prior to January 1, 1986, a CNEL of 70 dB defined the noise impact boundary.

TOPO! map printed on 12/12/02 from "California.tpo" and "Untitled.tpg"
118.38333° W 118.36667° W

WGS84 118.35000° W



**Figure 2. CNEL 65 CONTOUR FOR BOB HOPE AIRPORT
FOURTH QUARTER 2007**

118.38333° W

118.36667° W

WGS84 118.35000° W

TN* / MN
13½°

0 1000 FEET 0 500 1000 METERS

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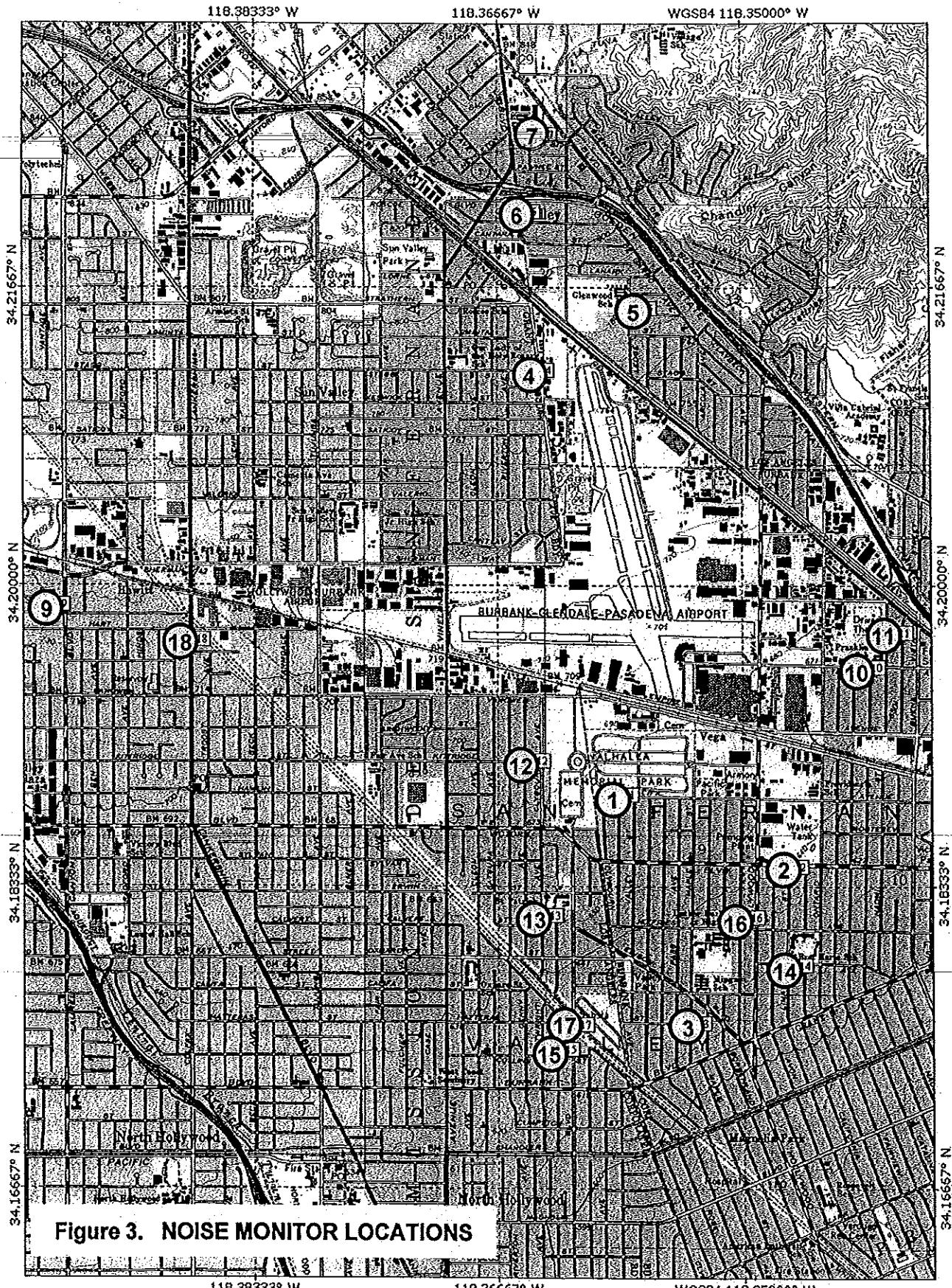


Figure 3. NOISE MONITOR LOCATIONS

TN / MN
13%

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TABLE 1. CNEL VALUES FOR OCTOBER 2007

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
10/01/07	64.9	62.5	63.5	58.0	63.1	56.4	60.8	62.5	55.4	57.3	54.8	62.8	59.4	64.0	64.0	64.0	63.5
10/02/07	64.6	62.0	62.9	58.0	59.9	59.7	61.8	63.4	55.9	54.3	54.9	61.8	58.9	63.1	63.7	63.1	64.5
10/03/07	64.3	62.4	63.4	58.5	60.0	58.2	62.2	63.2	53.5	57.4	54.4	61.7	59.9	63.3	64.5	63.1	64.5
10/04/07	65.4	63.0	63.5	61.0	62.0	58.3	61.9	64.5	50.9	53.4	54.9	62.7	59.9	63.9	64.4	63.7	65.3
10/05/07	64.8	63.0	64.1	57.3	60.6	60.4	65.0	63.4	56.3	55.0	56.7	62.2	60.5	64.1	65.4	64.0	64.6
10/06/07	62.3	60.0	61.8	58.3	58.7	52.8	59.7	59.8	57.5	56.1	52.5	59.1	57.1	61.3	62.5	61.0	61.1
10/07/07	62.9	61.5	63.3	65.8	63.2	56.7	59.7	61.4	43.4	48.0	54.5	59.0	59.2	63.5	64.0	62.9	62.6
10/08/07	63.0	60.3	62.2	60.1	61.4	56.2	59.7	61.2	50.1	49.3	53.2	60.5	57.5	61.6	62.3	61.2	62.3
10/09/07	63.7	60.1	61.5	59.7	61.8	56.9	61.8	62.2	50.8	55.8	54.6	62.0	57.1	62.3	61.8	61.7	63.6
10/10/07	64.3	62.1	63.5	58.3	58.8	60.8	63.7	63.4	56.2	55.5	53.2	62.2	59.6	63.7	63.7	63.3	64.1
10/11/07	64.7	62.8	64.2	59.4	60.8	60.6	64.2	63.9	56.8	55.5	55.8	62.5	60.2	63.9	64.9	63.7	64.6
10/12/07	65.2	63.6	64.3	59.0	60.9	59.6	64.0	64.4	58.6	53.9	57.2	62.9	60.4	64.6	65.1	64.4	65.5
10/13/07	64.1	62.0	63.5	56.3	57.7	63.4	52.6	63.9	47.0	52.9	56.3	61.0	59.9	62.5	64.1	62.2	64.6
10/14/07	58.6	56.0	57.5	56.4	52.3	46.4	55.6	53.3	52.5	49.0	49.1	55.0	52.8	57.1	58.1	57.0	54.3
10/15/07	64.4	62.0	63.0	54.0	61.0	50.5	52.5	64.1	54.0	49.9	41.7	62.4	59.0	63.3	63.9	63.4	65.1
10/16/07	65.7	62.6	63.8	61.4	61.9	58.7	59.3	64.3	55.0	56.4	55.8	63.4	60.3	64.3	64.4	63.9	65.7
10/17/07	65.1	62.6	64.4	59.8	60.8	58.5	60.6	63.8	54.4	54.7	53.6	63.1	60.2	64.7	64.8	64.5	65.0
10/18/07	65.5	63.8	64.6	61.1	61.0	58.0	61.6	63.4	56.4	59.4	55.9	62.4	60.3	64.3	65.0	64.0	64.6
10/19/07	64.5	62.7	64.4	58.3	58.9	58.6	61.3	63.1	51.8	56.4	53.9	61.0	60.1	63.2	65.0	62.8	63.9
10/20/07	59.8	57.5	60.8	61.5	61.8	62.7	61.7	54.2	53.1	52.2	51.7	56.3	57.0	59.0	65.1	58.8	55.2
10/21/07	58.5	56.1	58.6	60.2	60.6	62.3	60.0	60.4	56.1	54.1	44.1	52.3	54.0	57.0	61.9	56.8	61.4
10/22/07	62.0	60.3	61.6	58.0	56.4	49.2	55.7	61.1	57.3	53.8	48.7	58.4	56.9	60.2	62.2	59.8	62.1
10/23/07	62.9	60.9	61.6	63.5	60.8	54.7	60.8	61.6	48.5	59.3	51.0	60.2	57.1	61.5	62.3	61.8	63.3
10/24/07	64.1	61.6	61.9	61.6	62.3	62.4	61.8	62.5	59.9	59.7	57.9	60.6	57.2	62.2	62.9	61.7	63.8
10/25/07	58.5	55.4	56.4	57.8	55.5	57.3	57.1	55.1	40.5	53.9	51.6	55.4	52.1	57.0	59.5	56.3	56.8
10/26/07	65.2	63.0	63.3	61.3	61.7	56.4	58.7	65.1	52.2	54.3	55.0	62.4	59.4	64.1	64.1	63.9	66.0
10/27/07	62.0	60.3	61.3	52.0	55.4	49.7	55.4	60.7	47.6	53.5	53.5	59.2	56.6	60.6	61.7	61.5	61.6
10/28/07	62.7	61.9	63.8	55.2	57.7	48.5	57.6	63.5	52.4	51.1	52.5	58.5	58.9	62.4	64.2	62.2	64.4
10/29/07	64.6	63.1	64.2	55.7	60.8	54.2	61.3	63.1	56.6	54.1	54.1	62.2	61.3	63.7	64.9	63.3	64.3
10/30/07	65.2	61.8	62.6	60.9	61.0	58.5	60.6	64.0	53.0	55.9	55.9	63.4	58.6	64.2	62.9	64.0	65.3
10/31/07	65.3	62.2	62.9	58.5	57.6	59.7	62.2	63.0	53.6	56.6	55.4	63.1	58.9	64.0	63.1	63.6	64.3
AVERAGE	63.9	61.7	62.9	59.8	60.4	58.6	60.9	62.7	54.7	55.4	54.3	61.3	58.9	62.9	63.7	62.6	63.8
NO. DAYS	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31

TABLE 3. CNEL VALUES FOR DECEMBER 2007

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
12/01/07	63.7	60.6	61.6	60.5	60.7	57.7	58.7	62.2	51.2	51.6	57.1	61.7	57.7	62.0	62.1	61.7	63.3
12/02/07	63.3	61.1	62.7	52.3	55.5	54.2	56.4	63.3	52.8	53.7	56.9	61.9	58.8	63.5	63.2	62.9	64.9
12/03/07	63.7	62.2	63.5	54.7	62.1	59.7	60.6	61.1	52.5	56.0	56.0	60.5	59.6	62.5	64.4	62.4	62.8
12/04/07	63.1	61.6	62.7	64.2	65.5	56.1	59.8	61.9	54.9	54.4	53.1	60.6	58.5	62.3	63.2	62.0	63.4
12/05/07	65.9	63.4	64.3	65.7	63.5	59.5	62.4	63.9	50.8	55.7	55.2	62.3	60.2	64.3	65.2	63.6	65.0
12/06/07	66.3	63.4	63.7	61.1	62.4	59.8	59.6	65.7	54.1	56.5	58.2	65.3	60.2	65.8	64.6	65.4	67.1
12/07/07	65.7	64.2	65.2	58.3	61.1	59.9	59.9	64.9	57.8	57.8	58.8	64.0	61.7	64.9	66.3	64.5	66.3
12/08/07	64.0	61.2	61.8	58.2	58.4	56.0	58.3	61.5	51.0	52.5	57.5	61.6	57.4	62.4	62.1	62.4	62.6
12/09/07	58.4	54.0	55.4	64.3	65.4	67.7	66.0	63.5	48.9	50.6	56.3	50.3	52.8	53.8	56.8	53.1	64.4
12/10/07	64.3	62.6	63.3	62.0	59.7	58.8	60.2	61.7	55.2	53.5	57.0	64.0	59.9	63.7	64.2	63.2	63.4
12/11/07	64.1	61.2	62.5	62.7	60.9	61.7	63.3	62.3	56.7	53.3	56.2	62.1	58.3	62.5	63.0	62.0	64.3
12/12/07	64.3	61.3	62.2	59.1	59.2	57.6	60.8	62.2	57.2	58.1	54.7	62.1	58.5	62.9	63.3	62.4	63.5
12/13/07	64.0	62.3	63.1	60.2	61.3	58.4	61.1	62.5	56.3	57.4	54.7	61.9	58.9	63.6	63.3	63.0	63.9
12/14/07	65.4	63.3	64.7	60.1	62.3	60.0	59.7	63.3	56.9	55.4	57.0	63.1	60.6	64.9	65.3	64.3	64.6
12/15/07	60.0	57.7	59.4	55.5	58.6	60.3	59.1	55.7	44.6	47.3	57.4	58.0	54.7	60.0	59.9	59.8	56.8
12/16/07	63.7	61.3	62.2	62.0	61.5	53.7	56.9	62.5	52.9	48.5	54.4	60.8	57.9	62.7	63.0	62.4	63.7
12/17/07	65.0	62.7	63.4	57.9	59.3	51.8	54.6	64.2	53.1	56.0	57.3	63.7	59.7	64.4	64.0	64.0	65.4
12/18/07	66.4	63.3	64.2	64.4	61.9	58.2	56.6	64.8	52.2	50.4	56.3	64.5	60.6	64.6	65.2	64.3	67.0
12/19/07	65.2	63.2	64.1	58.2	60.0	58.4	56.9	65.0	58.1	53.6	---	63.8	61.2	64.7	64.9	64.5	66.4
12/20/07	64.9	63.2	65.0	63.6	64.2	62.9	60.0	62.7	55.3	56.4	52.6	62.6	61.6	64.0	67.4	63.5	63.9
12/21/07	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
12/22/07	61.0	59.8	60.6	57.5	57.6	54.8	60.8	60.2	51.2	46.0	52.4	58.5	57.6	60.1	61.8	60.1	61.4
12/23/07	62.6	60.8	61.9	61.9	62.0	53.3	58.4	61.5	55.5	49.8	51.9	60.0	57.9	62.1	62.6	61.6	62.5
12/24/07	60.7	58.3	59.0	63.5	61.6	59.1	60.0	56.4	49.5	57.0	51.2	59.1	55.4	60.0	61.5	59.7	57.7
12/25/07	59.2	55.5	57.3	57.3	58.7	58.9	56.5	58.4	0.0	46.2	50.1	54.4	52.2	56.4	58.4	55.9	59.7
12/26/07	59.9	58.0	61.5	64.6	66.0	66.2	64.9	56.9	54.4	57.0	52.0	57.3	58.7	58.5	67.2	58.4	59.6
12/27/07	60.2	58.5	60.1	61.6	61.3	61.5	59.4	61.0	60.1	50.2	51.3	57.4	55.9	59.2	63.2	58.7	64.4
12/28/07	65.1	61.8	62.7	56.1	57.2	53.7	58.2	64.7	57.4	55.5	54.7	63.6	58.5	63.9	63.3	63.7	66.0
12/29/07	63.3	61.2	62.6	53.0	57.7	49.2	52.4	62.4	56.1	55.4	54.7	61.4	58.6	62.7	63.4	62.5	63.5
12/30/07	62.6	60.4	61.7	58.0	58.9	46.9	50.4	62.5	48.7	46.2	55.4	60.9	57.6	62.9	62.7	62.5	64.0
12/31/07	62.4	59.7	60.5	59.6	55.5	52.0	54.5	56.8	56.9	59.4	55.4	61.2	59.3	60.5	65.9	60.5	60.3
AVERAGE	63.6	61.3	62.5	61.1	61.4	59.8	60.0	62.5	54.6	54.3	55.4	61.7	58.7	62.7	63.7	62.3	63.9
NO. DAYS	30	30	30	30	30	30	30	30	30	30	29	30	30	30	30	30	30
QTR. AVG.	63.9	61.8	62.9	60.3	60.8	58.5	60.0	62.8	55.3	55.1	54.9	61.4	58.9	62.9	63.9	62.7	64.1
NO. DAYS	90	90	90	90	90	90	90	90	90	90	87	90	90	90	90	90	90

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2007

AIRCRAFT	SCHEDULE IN EFFECT FROM						10/1/07	to	10/3/07	3 DAYS
	AS B7374	AS B7377	AS CRJ7		AS MD80	AQ B7377	DEP	ARR	DEP	ARR
DAY	0	0	7	0	28	21	14	7	0	0
EVENING	0	0	0	7	0	7	0	7	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	7	7	28	28	14	14	0	0
	SCHEDULE IN EFFECT FROM						10/1/07	to	10/3/07	
	US A319	US A320	US B7372		US B7373	US CRJ	DEP	ARR	DEP	ARR
DAY	1	1	7	7	0	0	0	0	7	7
EVENING	0	0	0	0	0	0	0	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	1	1	7	7	0	0	7	7	7	7
	SCHEDULE IN EFFECT FROM						10/1/07	to	10/3/07	
	US CRJ7	US CRJ9	AA MD80		WN B7373	WN B7375	DEP	ARR	DEP	ARR
DAY	0	0	9	15	28	28	151	143	8	8
EVENING	0	0	6	0	0	7	31	39	6	6
NIGHT	0	0	0	0	7	0	0	0	0	0
TOTAL	0	0	15	15	35	35	182	182	14	14
	SCHEDULE IN EFFECT FROM						10/1/07	to	10/3/07	
	WN B7377	UA A319	UA A320		UA B7373	UA B7375	DEP	ARR	DEP	ARR
DAY	178	151	1	0	3	0	18	6	6	5
EVENING	33	60	0	1	0	3	1	13	0	6
NIGHT	0	0	0	0	0	0	0	0	5	0
TOTAL	211	211	1	1	3	3	19	19	11	11
	SCHEDULE IN EFFECT FROM						10/1/07	to	10/3/07	
	UA B757	UA RJ	UA CRJ7		FE A300	FE A310	DEP	ARR	DEP	ARR
DAY	0	0	36	36	6	6	0	0	4	10
EVENING	0	0	7	7	0	0	0	0	10	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	43	43	6	6	0	0	14	14
	SCHEDULE IN EFFECT FROM						10/1/07	to	10/3/07	
	UPS A300	UPS B757	DL B752		DL CRJ	B6 A320	DEP	ARR	DEP	ARR
DAY	0	5	4	0	0	0	18	18	27	20
EVENING	5	0	0	0	0	0	0	7	7	14
NIGHT	0	0	0	4	0	0	7	0	0	0
TOTAL	5	5	4	4	0	0	25	25	34	34
	SCHEDULE IN EFFECT FROM						10/1/07	to	10/3/07	
	FW2 A319	AS B7378	DL CRJ7			TOTALS	DEP	ARR	DEP	ARR
DAY	7	7	21	21	0	0			589	522
EVENING	0	0	0	0	0	0			106	191
NIGHT	0	0	0	0	0	0			26	8
TOTAL	7	7	21	21	0	0			721	721

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2007

AIRCRAFT	SCHEDULE IN EFFECT FROM				10/28/07 to		10/31/07		4 DAYS	
	AS B7374		AS B7377		AS CRJ7		AS MD80		AQ B7377	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	14	14	21	14	7	7	0	0
EVENING	0	0	0	0	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	21	21	7	7	0	0
	SCHEDULE IN EFFECT FROM				10/28/07 to		10/31/07			
	US A319		US A320		US B7372		US B7373		US CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	0	0	0	0	7	7
EVENING	0	0	0	0	0	0	0	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	1	1	7	7	0	0	7	7	7	7
	SCHEDULE IN EFFECT FROM				10/28/07 to		10/31/07			
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	9	15	28	28	152	146	0	0
EVENING	0	0	6	0	0	7	26	32	7	7
NIGHT	0	0	0	0	7	0	0	0	0	0
TOTAL	0	0	15	15	35	35	178	178	7	7
	SCHEDULE IN EFFECT FROM				10/28/07 to		10/31/07			
	WN B7377		UA A319		UA A320		UA B7373		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	182	148	1	0	3	0	18	6	6	5
EVENING	32	66	0	1	0	3	1	13	0	6
NIGHT	0	0	0	0	0	0	0	0	5	0
TOTAL	214	214	1	1	3	3	19	19	11	11
	SCHEDULE IN EFFECT FROM				10/28/07 to		10/31/07			
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	36	36	6	6	0	0	4	10
EVENING	0	0	7	7	0	0	0	0	10	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	43	43	6	6	0	0	14	14
	SCHEDULE IN EFFECT FROM				0/28/07 to		10/31/07			
	UPS A300		UPS B757		DL B752		DL CRJ		B6 A320	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	5	4	0	0	0	18	18	27	20
EVENING	5	0	0	0	0	0	0	7	7	14
NIGHT	0	0	4	0	0	0	7	0	0	0
TOTAL	5	5	4	4	0	0	25	25	34	34
	SCHEDULE IN EFFECT FROM				10/28/07 to		10/31/07			
	FW2 A319		AS B7378		DL CRJ7		TOTALS			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	7	7	14	7	0	0			572	507
EVENING	0	0	0	7	0	0			101	184
NIGHT	0	0	0	0	0	0			26	8
TOTAL	7	7	14	14	0	0			699	699

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2007

AIRCRAFT	SCHEDULE IN EFFECT FROM 11/6/07 to 11/23/07						18 DAYS	
	AS B7374	AS B7377	AS CRJ7	AS MD80	AQ B7377		DEP	ARR
DAY	0	0	14	14	21	14	7	7
EVENING	0	0	0	0	7	0	0	0
NIGHT	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	21	21	7	7
AIRCRAFT	SCHEDULE IN EFFECT FROM 11/6/07 to 11/23/07						18 DAYS	
	US A319	US A320	US B7372	US B7373	US CRJ		DEP	ARR
DAY	6	10	7	8	0	0	8	2
EVENING	4	0	1	0	0	0	1	0
NIGHT	0	0	0	0	0	0	7	0
TOTAL	10	10	8	8	0	0	9	13
AIRCRAFT	SCHEDULE IN EFFECT FROM 11/6/07 to 11/23/07						18 DAYS	
	US CRJ7	US CRJ9	AA MD80	WN B7373	WN B7375		DEP	ARR
DAY	0	0	9	15	28	28	152	146
EVENING	0	0	6	0	0	7	26	32
NIGHT	0	0	0	7	0	0	0	7
TOTAL	0	0	15	15	35	35	178	178
AIRCRAFT	SCHEDULE IN EFFECT FROM 11/6/07 to 11/23/07						18 DAYS	
	WN B7377	UA A319	UA A320	UA B7373	UA B7375		DEP	ARR
DAY	182	148	1	0	3	0	18	6
EVENING	32	66	0	1	0	3	1	13
NIGHT	0	0	0	0	0	0	0	0
TOTAL	214	214	1	1	3	3	19	11
AIRCRAFT	SCHEDULE IN EFFECT FROM 11/6/07 to 11/23/07						18 DAYS	
	UA B757	UA RJ	UA CRJ7	FE A300	FE A310		DEP	ARR
DAY	0	0	36	36	6	6	0	0
EVENING	0	0	7	7	0	0	0	10
NIGHT	0	0	0	0	0	0	0	4
TOTAL	0	0	43	43	6	6	0	14
AIRCRAFT	SCHEDULE IN EFFECT FROM 11/6/07 to 11/23/07						18 DAYS	
	UPS A300	UPS B757	DL B752	DL CRJ	B6 A320		DEP	ARR
DAY	0	5	4	0	0	0	21	21
EVENING	5	0	0	0	0	0	7	7
NIGHT	0	0	0	4	0	0	0	0
TOTAL	5	5	4	4	0	0	28	28
AIRCRAFT	SCHEDULE IN EFFECT FROM 11/6/07 to 11/23/07						TOTALS	
	FW2 A319	AS B7378	DL CRJ7				DEP	ARR
DAY	7	7	14	7	0	0		582
EVENING	0	0	0	7	0	0		113
NIGHT	0	0	0	0	0	0		19
TOTAL	7	7	14	14	0	0		714

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2007

AIRCRAFT	SCHEDULE IN EFFECT FROM 12/13/07 to 12/16/07						4 DAYS			
	AS B7374		AS B7377		AS CRJ7		AS MD80			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	14	14	21	14	7	7	0	0
EVENING	0	0	0	0	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	21	21	7	7	0	0
	SCHEDULE IN EFFECT FROM 12/13/07 to 12/16/07						4 DAYS			
	US A319		US A320		US B7372		US B7373			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	6	10	7	8	0	0	8	2	7	8
EVENING	4	0	1	0	0	0	1	0	6	5
NIGHT	0	0	0	0	0	0	0	7	0	0
TOTAL	10	10	8	8	0	0	9	9	13	13
	SCHEDULE IN EFFECT FROM 12/13/07 to 12/16/07						4 DAYS			
	US CRJ7		US CRJ9		AA MD80		WN B7373			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	9	15	21	21	182	162	8	8
EVENING	0	0	6	0	0	7	26	46	0	0
NIGHT	0	0	0	0	7	0	0	0	0	0
TOTAL	0	0	15	15	28	28	208	208	8	8
	SCHEDULE IN EFFECT FROM 12/13/07 to 12/16/07						4 DAYS			
	WN B7377		UA A319		UA A320		UA B7373			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	144	149	1	0	3	0	18	6	6	5
EVENING	50	45	0	1	0	3	1	13	0	6
NIGHT	0	0	0	0	0	0	0	0	5	0
TOTAL	194	194	1	1	3	3	19	19	11	11
	SCHEDULE IN EFFECT FROM 12/13/07 to 12/16/07						4 DAYS			
	UA B757		UA RJ		UA CRJ7		FE A300			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	36	36	6	6	0	0	4	10
EVENING	0	0	7	7	0	0	0	0	10	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	43	43	6	6	0	0	14	14
	SCHEDULE IN EFFECT FROM 12/13/07 to 12/16/07						4 DAYS			
	UPS A300		UPS B757		DL B752		DL CRJ			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	5	4	0	0	0	21	21	28	21
EVENING	5	0	0	0	0	0	0	7	7	14
NIGHT	0	0	0	4	0	0	7	0	0	0
TOTAL	5	5	4	4	0	0	28	28	35	35
	SCHEDULE IN EFFECT FROM 12/13/07 to 12/16/07						4 DAYS			
	FW2 A319		AS B7378		DL CRJ7		TOTALS			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	7	7	14	7	0	0	582	542		
EVENING	0	0	0	7	0	0	124	168		
NIGHT	0	0	0	0	0	0	19	15		
TOTAL	7	7	14	14	0	0	725	725		

TABLE 5. (CONTINUED)**FOURTH QUARTER 2007****PERIOD TOTALS FOR
AIR CARRIERS AND AIR TAXIS****AIR CARRIERS**

	<u>DEP</u>	<u>ARR</u>
DAY	6351	5612
EVE	1271	2032
NIGHT	189	167
TOTAL	7811	7811

AIR TAXIS

	<u>DEP</u>	<u>ARR</u>
DAY	1324	1317
EVE	210	309
NIGHT	92	0
TOTAL	1626	1626

AIR CARRIERS AND AIR TAXIS

	<u>DEP</u>	<u>ARR</u>
DAY	7675	6929
EVE	1481	2341
NIGHT	281	167
TOTAL	9437	9437

REFERENCES

1. California Department of Transportation, Division of Aeronautics, "Noise Standards", California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6.
2. L-30488, Department of Transportation, State of California, 27 June 1984.
3. "Quarterly Noise Monitoring at Burbank Airport, First Quarter 2007",
AAAI Report 1327.
4. "Quarterly Noise Monitoring at Burbank Airport, Second Quarter 2007",
AAAI Report 1328.
5. "Quarterly Noise Monitoring at Bob Hope Airport, Third Quarter 2007",
AAAI Report 1329.

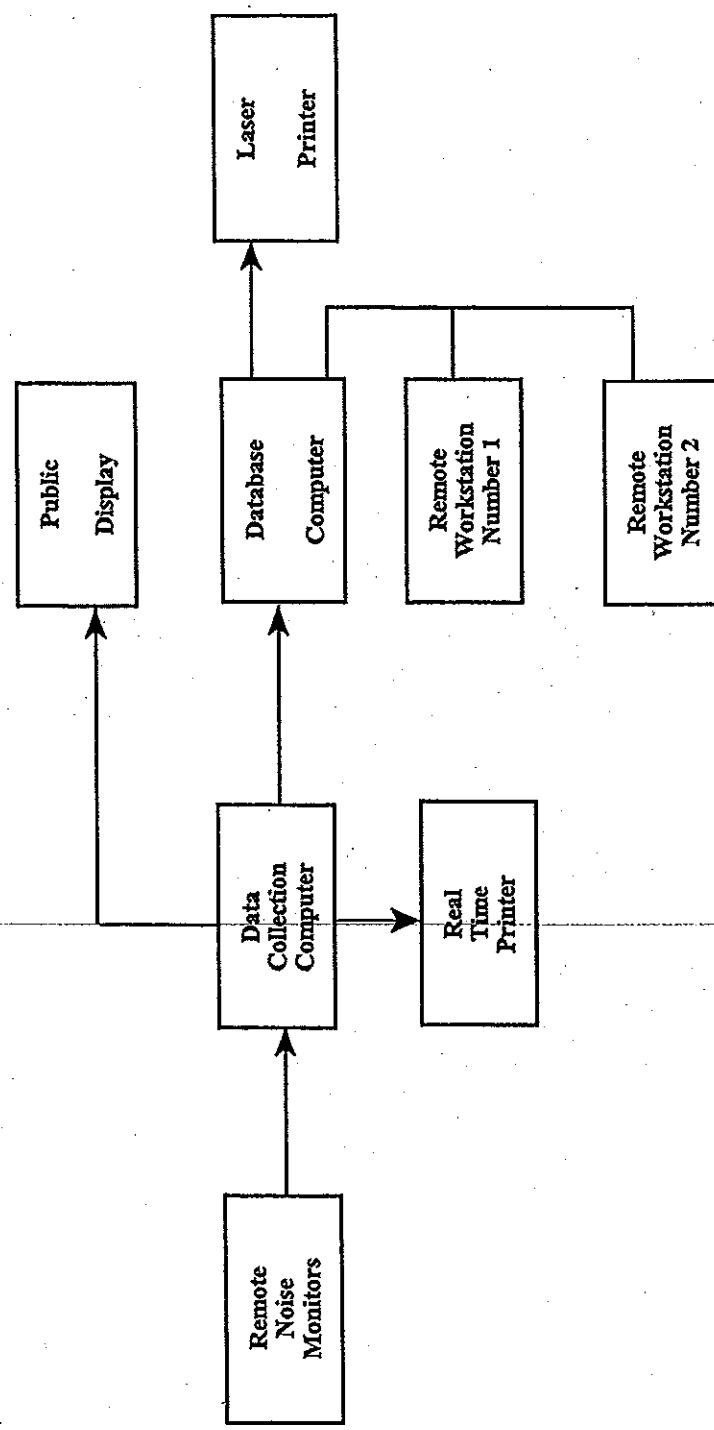


FIGURE A-1. PERMANENT NOISE MONITOR SYSTEM BLOCK DIAGRAM

**APPENDIX B
CALIBRATION**

Odin Metrology, Inc.
Calibration of Brüel & Kjær Instruments

Certificate: 14002-2
4228 Rev 15 DEC, 2004

Certificate of Calibration For Brüel & Kjær Pistonphone

MEASUREMENT STANDARDS

This calibration is performed by comparison with Measurement Standard Pistonphones:

Type	4220	Serial Number	1048473
Calibrated by	TS (Brüel & Kjær)	Due Date	17 AUG 2006
Cal Interval	12 Months		

Type	4220	Serial Number	1048795
Calibrated by	TS (Brüel & Kjær)	Due Date	17 AUG 2006
Cal Interval	12 Months		

- a) Estimated uncertainty of comparison: ± 0.04
- b) Estimated uncertainty of Calibration Service Standard Pistonphone: ± 0.06 dB
- c) Total uncertainty: Sq. Root (a^2+b^2) = 0.07 dB
- d) Expanded Uncertainty CF:2=0.14 dB (with 95% Confidence Level.)

If the Ambient Pressure P_a deviates from the above stated nominal value, 1013 mbar, a correction ΔSPL should be added to the calibrated Sound Pressure Level.

$$\Delta SPL = 20 \times \log_{10} P_a (\text{hPa}) / 1013$$

This acoustic calibrator has been calibrated using standards with values traceable to the National Institute of Standards and Technology.

The calibration of this acoustic calibrator was accomplished using a test system that conforms to the requirements of ANSI/NCSL Z540-1 (also covering MIL-STD 45662A), ISO Guide 26 and the guidelines of ISO 10012-1, ISO 17025, and ISO 9001:2000 Certification NQA No. 11252.

Calibration performed by *Harold Lynch*
Harold Lynch, Service Manager

ODIN METROLOGY, INC.
CALIBRATION OF BRÜEL & KJÆR INSTRUMENTS
3533 OLD CONEJO ROAD, SUITE 125
THOUSAND OAKS, CA 91320
PHONE: (805) 375-0830; FAX: (805) 375-0405

Note: This calibration report shall not be reproduced, except in full, without written consent of Odin Metrology, Inc.

Calibrator Type	4228
Serial Number	2245246
Submitted by	AAA
Purchase Order Asset Number	Simi Valley CA 93065 Verbal N/A

This calibrator has been found to perform within manufacturer's specifications of the Sound Pressure Level produced in the coupler terminated by a loading volume of 1,333 cm³ at 1013 mbar, 20°C, and 65% RH to be 124.0 dB ± 0.15dB at a frequency of 251.2 Hz ± 0.1% and a second harmonic distortion of <3%.

This calibration is traceable to:
NIST Test Number 822/270212-04, D1209

Condition of Test:		
Ambient Pressure	992.54	HPa
Temperature	23	°C
Relative Humidity	41	%
Date of Calibration	08 MAR 2006	
Re-calibration due on	08 MAR 2007	

PERFORMANCE AS RECEIVED:

SPL	124.07	dB re 20 µPa
Frequency	251.15	Hz
Distortion	0.6	%
HF Noise	-55	dB re 124 dB
Battery Voltage	7.7	VOLT

Was repair or adjustment performed? No!
Were parts replaced? No!
Were batteries replaced? Yes!

FINAL PERFORMANCE:

SPL	124.07	dB re 20 µPa
Frequency	251.15	Hz
Distortion	0.6	%
HF Noise	-55	dB re 124 dB

Note: This pistonphone was within manufacturer's specifications as received.